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- San Bernardino County Transportation Commission   ■ San Bernardino County Transportation Authority
  - San Bernardino County Congestion Management Agency   ■ Service Authority for Freeway Emergencies
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## **REVISED AGENDA ITEM No. 3**

### **Mountain Desert Committee**

**January 16, 2009**

**9:00 a.m.**

**Location:**

Town of Apple Valley  
14955 Dale Evans Parkway  
Apple Valley, CA

## **DISCUSSION CALENDAR**

### **Program Support/Council of Governments**

#### **3. Update on Identifying Potential Projects for Transportation Reauthorization**

1. Receive report and provide feedback on SANBAG's advocacy efforts for the Federal Transportation Reauthorization bill; and

2. Adopt recommended project request for transportation reauthorization.

**Jennifer Franco**

***This Agenda Item has been revised to reflect the addition of recommendation No. 2 and recommends a requested amount for Transportation Reauthorization. All changes are shown in bold print.***

## *Minute Action*

**REVISED AGENDA ITEM:** 3

**Date:** January 16, 2009

**Subject:** Update on Identifying Potential Projects for Transportation Reauthorization

**Recommendation:\***

1. Receive report and provide feedback on SANBAG's advocacy efforts for the Federal Transportation Reauthorization bill; and
2. **Adopt recommended project request for transportation reauthorization.**

**Background:** As the new 111<sup>th</sup> Congress convenes this month, one of its top priorities for the year will be the reauthorization of the nation's surface transportation legislation, known as the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). This agenda item is intended to provide SANBAG Board members with an update on SANBAG's efforts to identify potential projects for the Federal reauthorization bill.

SAFETEA-LU will expire after September 30, 2009. The House Transportation and Infrastructure Committee has indicated that they intend to have draft legislation for transportation reauthorization by Spring 2009.

Being able to advocate for projects specifically suited for the next transportation reauthorization bill will be part of SANBAG's multi-faceted strategy to advocate for a variety of critical projects for this region. As policy considerations for the next transportation reauthorization bill are developed and vetted, it is SANBAG's

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*Approved*  
*Mountain Desert Committee*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

desire to demonstrate the vast need for regionally significant transportation projects throughout San Bernardino County. As such, SANBAG policy committees have recommended a set of guidelines member jurisdictions can use to help SANBAG identify potential projects for inclusion in the next reauthorization bill (please see Attachment #1). While SANBAG has received input from a number of member jurisdictions regarding potential projects for the next reauthorization bill, SANBAG staff is currently reviewing all inputs in comparison to the recommended guidelines.

As part of SANBAG's evaluation of inputs received from member jurisdictions, SANBAG ~~is attempting to~~ grouped projects into corridors, to the extent possible. ~~which will maximize advocacy efforts and may leverage SANBAG's ability to seek funding for key projects.~~ **SANBAG is also analyzing analyzed projects with an emphasis on their regional benefits, particularly as they related to National Corridors and Trade Corridors of National Significance. SANBAG staff proposes to categorize projects in the following manner:**

- ~~Corridors~~
- ~~Vital Connectors~~
- ~~Transit/Rail~~
- ~~Alameda Corridor East~~
- ~~Rails to Trails~~

**While the needs of the region are great and while parameters for the transportation bill are yet to be established, SANBAG has identified projects listed in Attachment #2 as the most competitive regional projects based on their relationship to National Corridors and Trade Corridors of National Significance, which are also likely to begin construction before the end of the next reauthorization bill. Upon completion of the analysis of potential projects for transportation reauthorization, staff will develop a list of specific projects for the Board to consider adopting as part of its advocacy strategy for the reauthorization bill. The recommended projects categories listed above in Attachment #2 can be modified as actual policy is shaped, however, the above categories this list can serve as a starting point to permit SANBAG's development of a proactive advocacy strategy for the next transportation reauthorization bill.**

***Financial Impact:*** Funding for SANBAG's Legislative program is consistent with the adopted SANBAG Budget Task No. 50309000. This item might have a potential positive impact on SANBAG's transportation programs.

***Reviewed By:*** This item is scheduled for review by the Administrative Committee on January 14, 2009; Major Projects Committee on January 15, 2009; and the Mountain Desert Committee on January 16, 2009. The direction and recommendation received by these policy committees will be reviewed by the Plans and Programs Committee on January 21, 2009 and the Commuter Rail Committee on January 23, 2009.

***Responsible Staff:*** Jennifer Franco, Director Intergovernmental and Legislative Affairs

## **Guidelines for Identifying Projects for Federal Reauthorization**

San Bernardino Associated Governments (SANBAG) is formulating a strategy for the next transportation reauthorization bill, which is likely to include an opportunity to advocate for specific projects. Please assist SANBAG with identifying potential projects that will improve and maintain our existing transportation infrastructure in a manner that meets regional and national priorities by utilizing the criteria below:

- ***The nominated project is in the latest approved, conforming Regional Transportation Plan (RTP) AND in the Measure I (2010-2040) Expenditure Plan. (YES/NO)***  
Inclusion of a project in the approved, conforming RTP and in the Measure I expenditure plan demonstrates regional need, a financial commitment, and consistency with requirements to improve air quality.
- ***The nominated project has completed National Environmental Protection Act (NEPA) clearance or is in the clearance process. (YES/NO)***  
Projects that receive federal funds must complete the NEPA clearance process. Projects that have already completed or that are about to complete the NEPA process are considered more competitive.
- ***The nominated project is in the Regional Transportation Improvement Program (RTIP). (YES/NO)***  
The RTIP is a 5- year programming document that includes all regionally significant projects, regardless of funding source. Candidate projects not in the RTIP would have to be amended in, resulting in delay.
- ***Federal funding for this project would save Measure I funds for other projects. (YES/NO)***  
Federal funding for the nominated project would supplant Measure I funds, which could, in turn, be moved to other projects important to SANBAG.
- ***The nominated project is a freeway improvement, freeway interchange improvement, grade separation, rapid bus project (BRT), light rail, or commuter rail project. (YES/NO)***  
SANBAG's Measure I strategic planning process has identified the types of projects listed above. Nominated projects fitting one of the above descriptions are also more likely to match priorities in the next federal authorization bill.
- ***The nominated project is on a trade corridor of national significance and/or a High Priority Corridor on the National Highway System. (YES/NO)***  
Trade Corridors of National Significance are key freight corridors as defined by Congress, which includes I-10, I-15 and the Alameda Corridor East. Nominated projects along I-10 and I-15 may include interchange and mainline improvements. Alameda Corridor East grade separations also meet this criterion.
- ***Nominated Valley freeway interchanges: in the top 10 of the interchange prioritization list. (YES/NO)***  
Nominated Valley freeway interchanges should be among the top 10 of SANBAG's interchange prioritization list.
- ***For Valley or Victor Valley interchanges or grade separations, the development share is committed. (YES/NO)***  
The development share has been identified and committed for the nominated project.
- ***Nominated Grade Separations: top ten on prioritized list AND already federalized, OR amount of proposed federal funding more than offsets the reduction in railroad contribution and cost of delay associated with NEPA compliance. (YES/NO)***  
Grade separation projects that are already federalized are preferred.
- ***The nominated project will be able to start construction by 2014-15. (YES/NO)***  
The nominated project will have completed all pre-construction phases in time to begin construction by 2014.
- ***The nominated project is supported by multiple jurisdictions. (YES/NO)***  
The nominated project is supported by multiple jurisdictions.
- ***The nominated project is a vital connector to the state highway system and/or inter-jurisdictional mobility. (YES/NO)***  
The nominated project is a vital connector to/from the state highway system. Vital connectors may also include projects that will enhance inter-jurisdictional mobility.

**ATTACHMENT #2**  
**SANBAG Reauthorization Requests (\$746 Million)**

SANBAG's reauthorization strategy includes the following capital improvement projects. Projects listed are regionally significant projects that are aligned with National Corridors and Trade Corridors of National Significance and the Alameda Corridor East, and include key transit facilities. The recommended reauthorization requests are shown in ***bold italic print***.

**TOTAL I-10 CORRIDOR REQUESTS (\$101 Million) TO INCLUDE:**

- ***#2 Priority Request:***  
***1-10 Mainline High Occupancy Vehicle (HOV) Lanes, between I-215 and SR-210***  
***Estimated Total Project Cost: \$162 Million; Requested Authorization: \$81 Million***
- ***#3 Priority Request:***  
***Interstate 10/Cedar Avenue, interchange, Fontana***  
***Estimated Total Project Cost: \$49 Million; Requested Authorization: \$20 Million***
- Interstate 10/University, interchange, Redlands  
\$5.51 Million
- Interstate 10/Alabama, interchange, Redlands  
\$27 Million
- Interstate 10/Mt. Vernon, interchange, City of San Bernardino  
\$32 Million

**TOTAL I-15 CORRIDOR REQUESTS (\$276 Million) TO INCLUDE:**

- ***#1 Priority Request:***  
***Interstate I-15/I-215 Devore Interchange, San Bernardino County***  
***Estimated Total Project Cost: \$369 Million; Requested Authorization: \$151 Million***
- ***#6 Priority Request:***  
***I-15 Mainline Expansion between SR-60 and I-10, San Bernardino County***  
***Estimated Total Project Cost: \$100 Million; Requested Authorization: \$50 Million***
- I-15/Baseline Road, interchange, Rancho Cucamonga  
Estimated Total Project Cost: \$43 Million
- ***#4 Priority Request:***  
***I-15/Ranchero Road, interchange, Hesperia***  
***Estimated Total Project Cost: \$60 Million; Requested Authorization: \$25 Million***
- I-15/Eucalyptus, interchange, Hesperia  
Estimated Total Project Cost: \$50 Million
- I-15/Joshua/Muscatel, interchange, Hesperia  
Estimated Total Project Cost: \$50 Million
- ***#7 Priority Request:***  
***I-15/Nisqualli-LaMesa, interchange, Victorville***  
***Estimated Total Project Cost: \$122 Million; Requested Authorization: \$50 Million***

**TOTAL HIGH DESERT CORRIDOR (E-220) REQUESTS (\$148 Million) TO INCLUDE:**

- **#9 Priority Request:**  
**High Desert Corridor Phase 1A, Victorville**  
**Estimated Total Project Cost: \$400 Million; Requested Authorization: \$148 Million**

**TOTAL ALAMEDA CORRIDOR EAST CORRIDOR (\$27 Million) TO INCLUDE:**

- **#5 Priority Request:**  
**Lenwood Grade Separation, Barstow**  
**Estimated Total Project Cost: \$26 Million; Requested Authorization: \$12 Million**
- **#8 Priority Request:**  
**Vista Rd Grade Separation**  
**Estimated Total Project Cost: \$34 Million; Requested Authorization: \$15 Million**

**TOTAL TRANSIT PROJECTS (\$194 MILLION) TO INCLUDE:**

- **E Street sbX BRT (Rapid Bus Project)**  
**Estimated Total Project Cost: \$192 Million; Requested Authorization: \$80 Million**
- Positive Train Control  
Estimated Total Cost: \$150 Million
- **Redlands Rail Project**  
**Estimated Total Cost: \$228 Million; Requested Authorization: \$114 Million**
- San Bernardino Transit Station  
Estimated Total Project Cost: \$25 Million